

Rails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 21st August.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN" Capt. B. Wilhelm	WEDNESDAY, 25th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. E. Zachariae	About THURSDAY, 26th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 10th September.

For further particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th August, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIAN	Broc	30th Aug., P.M.
MARSEILLES, via PORTS	TOKIN	Charbonnel	31st Aug., at 1 P.M.
HANGHAI, KOBE, YOKOHAMA	OCEANIC	Sellier	13th Sept., P.M.
MARSEILLES, via PORTS	AUSTRALIAN	Riquier	14th Sept., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.
For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 17th August, 1909.

MESSAGERIES CANTONNAISES.

FRANCO LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

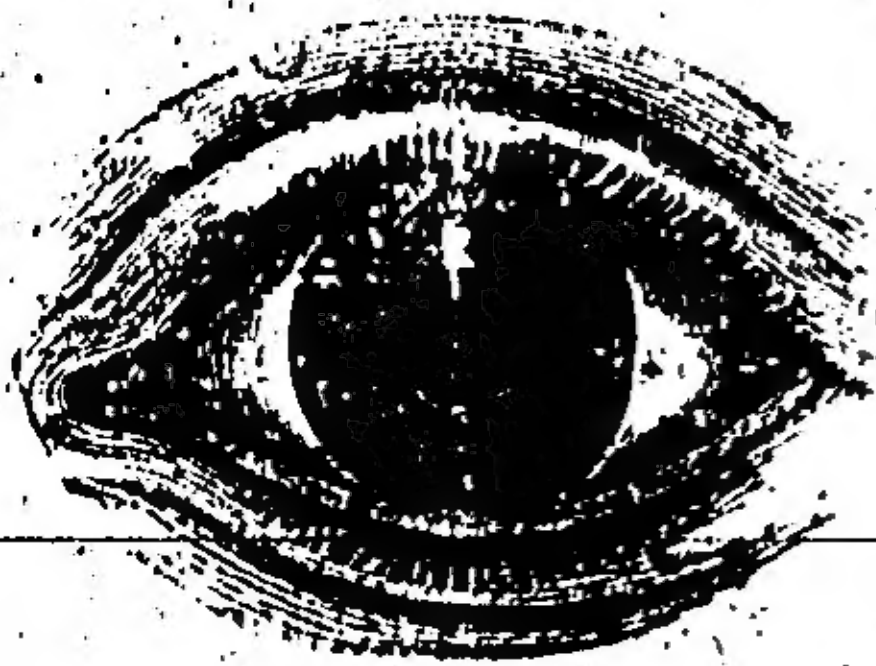
The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshien, Canton, or to their Agents
BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES.



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, 1, John Street, Bedford Row, W.C.
CALCUTTA, 19, Bealch Street
SHANGHAI, 66, North Street
HONGKONG, 9th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 375 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand; (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebert, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants' Quarters, next to the Masonic Club.

Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 6th August, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

NO. 1 & 3, MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD A HOUSE in RIMON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VUEX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Thomas & Co.). Rents low.

Apply to—
THE COMPAGNIE DEPARTEMENT, E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

THE BUDDHA'S ASHES.

SOME SIGHTS OF RECENT DISCOVERY.

STARTLING ACHIEVEMENTS.

The discovery of a little casket containing what purports to be the ashes of Gautama Buddha in a relic-chamber outside Peshawar, is one of the most startling archaeological achievements of the last hundred years. When we remember that the teachings of this great master form at the present day the religion of 400,000,000 souls, and when we consider what would be the effect upon Christian Europe of the discovery of some relic of Christ, which could with certainty be dated back to the third or fourth century, we can form some faint idea of what this discovery means to many millions of our eastern fellow-beings. Buddhism is today to a very great extent centred round the adoration of sacred relics; the innumerable dagabas which are the distinguishing feature of Ceylon scenery, the pagodas of Burma, Siam, and the further East, the tooth relic at Kandy, the sacred footprint on Adam's Peak—all these are instances of the tendency.

THE GREAT RENUNCIATION.

The dagaba, whether a huge mass of brick and stone, as in the case of the Shwe Dagon at Mandalay, or the ruined piles of Anuradhapura, or a tiny bell-shaped erection such as may be seen in every Sinhalese village or anywhere in the Gandhara district—though the latter are now only heaps of rubble for the most part—is a relic chamber. In a small cavity in its centre reposes the sacred object, rendered by this means at once inviolable and practically indestructible, and at the same time exposed to the worship of the pious. It was in the year 543 A.D., according to the accepted tradition, that the great Teacher, after forty-five years of toil, spiritual struggles and ceaseless preaching, lay down in the sala grave of the Mallas, to render up the life he had given to the service of his fellow-men. This was at Kapilavastu, not far from the sacred city of Kashi, the modern Benares. It has been the custom—perhaps owing to the publication of works on Buddhism by writers not altogether competent to study the subject in its proper Hindu environment—to talk of the Great Renunciation as an unique phenomenon. This is not so, says Mr. H. G. Rawlinson in the *Times of India*. The Buddha, in putting aside the world, and exchanging his princely mantle and sceptre for the yellow robes and begging bowl of the ascetic, was only doing what many and many a Hindu has done before and after him. Students of Marathi poetry will remember the ballad of Gopichand; the old Divan of Kipling's story will be familiar to a large audience. This difference, however, in the case of the Buddha, was that he was intent, not on the salvation of his own soul only, but upon revealing the path to his fellow-men.

EARLY BUDDHISM.

We know little of the history of Buddhism from the death of the founder until the conversion of Asoka. Asoka was the greatest of the Maurya monarchs; his grandfather, the famous Chandragupta, had raised himself from the position of a petty raja to be ruler of the whole of the Middle Land, the sacred heart of India from Patna to the Punjab. Meanwhile the great Alexander had come, and gone as he had come; further attempts at Seleucid aggression had been repulsed; and when the young and brilliant Asoka, crowded in 269 B.C., became a convert, Buddhism became the State religion of Northern India. Nor did it cease to be the dominant religion of the North with the dissolution of the Maurya Empire. The Bactrian Greeks, pushed ever southward by the Saka or Hun tribes of the Scythian steppes, established for themselves a kingdom in the Punjab, and the great Greek Menander, whose rule extended as far as that of Asoka himself, and even included the sacred Magadha territory for a while, was, perhaps, the most brilliant convert that Buddhism ever made. The story of his conversion, and his disputes on difficult questions of Buddhist philosophy with the sage Naga-Sena, are told in that fascinating book of dialogues, "The Questions of Milinda." But Greek rule in the East was destined to perish as it came, and the Scythians, who had driven them across the Oxus, gradually assumed the place which their predecessors had held, as the dominant power of Aryan India. When the Kushan, or Scythian dynasty first established itself in India is unknown, but we imagine that it was about 120 A.D., when Kanishka, the last and greatest of the three great Buddhist monarchs of North India, ascended the throne. Kanishka is in every sense

THE CONSTANTINE OF THE EAST.

A great and glorious ruler, he spread the influence of Buddhism into distant Khotan; he beat the armies of the Emperor of China, and defeated the attacks of the Parthians; while he may be actually responsible for the conversion of China and Japan to the religion he so royally championed. At home, in his royal city of Peshawar, he was equally magnificent. He adopted the gold coinage of the Romans; he entertained his neighbour princes of the north; he received and befriended that prince of travellers and writers, Hsuen Tsang, the Master of the Law. In his capital he built a great Hall of Audience for the priests, and a relic-tower, which may have actually enshrined the relics which have now so strangely come to light. Greatest of all his achievements, he convened a great council to examine and codify all the Buddhist writings, and having laboriously compiled the great canon which we now have, he caused it to be engraved on copper-plates and buried in a stupa. Lucky indeed will be the finder of that priceless record! And so passed this great and religious king, a typical Eastern monarch, splendid in war, pious in good works in peace, and with him the glory of Buddhism in India passed away for ever. But Kanishka had done his work. The great council of his reign established Buddhism as a scientific religion; and though the Buddha was once more in the ascendant

in the Middle Land, the creed of the Sakya Muni had spread to myriads beyond the Snow Mountains, to grow and flourish for long centuries. Southwards, too, prince Vajra and his little band of adventurers, had taken their beliefs to Ceylon, and Burma, Siam and Java were ready for the new teaching. The creed which rejects caste while retaining the vital teaching of the East could always find a place in the heart of those to whom the doors of Brahmanism were for ever barred, the invading Greek or Scythian, the Tibetan of the mountain passes, the Mongolian of the distant isles beyond the sunrise—the oldest and yet the newest of the children of the East.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 27th July, 1909.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 13th August, 1909.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.
XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.60

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent,
Hongkong, 30th April, 1909.

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE
USEFUL ARTICLES

OF—
CLOTHING, FANCY GOODS
and TOYS

AT
VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAUNDRY, NAINSOOKS, SHIRTINGS, ALPACAS, HOSIERY, ENGLISH and AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.
Best attention to all Coast Port Orders.
Hongkong, 16th April, 1909.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vaux Road, Central,

Hongkong.

Intimation.

Powell's

Furnishing

Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

are making a special show of household and office furniture.

HIGH

grade examples of which may now be seen in our showrooms.

Completely finished and artistic bedroom suites, with teakwood bedsteads "en suite," Dainty Writing Tables in attractive designs, Curio and Silver Tables, lined with silk and plush, and a host of other articles of a

CLASS

rarely seen previously in Hongkong.

We are steadily and consistently improving the tone and general finish of Colonial make furniture.

We are paying very special attention to the modern methods in Office Fittings, and have several examples of our work ready for inspection.

The Card-index system cabinet, is a very special feature with us, and general office

FURNITURE

such as, Roll Top Desks, Typewriter Desks, may always be seen and the advantages of our makes, explained, by a visit to our showrooms.

OUR
ILLUSTRATIONS
OUR
TIME
OUR
EXPERTS
OUR
ADVICE
AT YOUR DISPOSAL.

POWELL'S

ALEXANDRA BUILDINGS.

and

28, Queen's Road,
Opposite the Clock Tower.

Hongkong, 18th August, 1909.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship
"SPEZIA"
Captain Girardin, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 13th August, 1909. [592]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AMERIC."

FROM TACOMA, SEATTLE, YOKOHAMA, KOBE, MOJI and MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO, LIMITED,
Agents.

Hongkong, 13th August, 1909. [10]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamer

"PALMA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 16th August, 1909. [14]

FROM EUROPE.

THE H. A. L. Steamship

"C. FEARD. LAEISZ,"

Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 18th August, 1909. [602]

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. *Verbeke*, and from Bordeaux ex S.S. *Verbeke*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 25th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th August, or they will not be recognised. All damaged packages will be examined on WEDNESDAY, the 25th August, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPEMORIN,
Agent.

Hongkong, 17th August, 1909. [19]

MOTOR SERVICE ACROSS THE GOBI DESERT.

MODERN CHINESE ENTERPRISE.

Peking, June 8.

Echoes are heard from time to time of the activity of Russia in settling thousands of her picked agriculturists and workers along the southern border of Siberia and Manchuria, in order to offset the heavy influx of Chinese to Russian territory. But of Chinese movements along the same line of frontier little or nothing is heard, in spite of the fact that all the time a policy of preparation is being pursued for that future crisis, which many competent observers believe will one day result in another war in the Far East.

Both by peaceful enterprises and warlike preparations the entire stretch of the northern fringe of the Empire is being developed from a scantily-peopled chain of wilds into one organized hive of life. No noise is made about it. The secrecy that Oriental administrators love is still possible in this "back of beyond."

Since 1907, Chinese camps with forty thousand troops have been established in Western Mongolia. They are there with a twofold purpose—to absorb foodstuffs that would otherwise go to the Russians and to overawe the independent Mongol princes, who have lately been drifting nearer to allegiance with the Russians, because Russia professes more sympathy with their desire to maintain their independence than do the authorities in Peking.

These Chinese regulars are in excellent warlike order. Since the days of the Boxer outbreak wonders have been wrought with the Chinese raw material by Japanese military instructors. More over, they carry modern rifles, and, considering all things, are admirably equipped.

Travellers and traders who have been in the region of Urumchi and the neighbourhood of the old frontier posts of Bulun-toi-choi and Kuldji recently declare that the forces all along the line have been strengthened, and if the time should come for a test of strength the incursions of China will be a revelation to the world.

All along the northern belt of territory that divides Russian possessions from the Gobi desert there is continual settlement, for behind and around the new military camps there are swarms of settlers of the trading and labouring class, sent northward under Imperial edict by the Viceroy of overcrowded mid-China provinces to develop Mongolia and stand as a warning to the Muscovites.

Even the most distant corners of the Empire are not overlooked in this activity, despite the long and tedious journeys that have to be undertaken across the Gobi desert to reach the remote outposts of Chinese authority.

Formerly great tea caravans, run by Russian gold, pushed their way regularly through the desert via Kiakhta, and thousands of Mongols lived by the enterprise. Now all that has gone as the coaching days of England. Kiakhta is a dead city, and a score of shorter routes are opening for the tea trade to fresh centres of distribution.

And now the crowding development of these rapid changes is imminent. The whistle of the railway engine will soon be heard near the southern border of the great desert of Gobi. A railway is to be opened from Peking to Kalgan; the silent desert itself is to be invaded by the automobile, for a Chinese syndicate plans to run a motor service from Kalgan for five or six hundred miles to Urga, so as to tap the produce north of these wastes.

This was part of the route of the great motor race round the world; it may be remembered. But who could then have guessed that so soon it would be robbed of its solitude and made an artery of world commerce?—*Pail Mall Gazette.*

CHOLERA IN CALCUTTA.

FATAL OUTBREAK AT PRESIDENCY HOSPITAL.

There has been a most serious outbreak of cholera at the Presidency Hospital, Calcutta, as the result of which many European nurses have died. Professor Haffkine has since discovered the comma bacilli in the drogs of a jug of milk found in the nurses' quarters but his investigations are not yet complete.

It appears that the first case of cholera brought into the General Hospital was on the night of July 29 being Mr. Davies, an assistant of Messrs. Jessop and Co., who expired a few hours later. Next morning the disease appeared amongst the nurses, but not amongst any of those who attended Mr. Davies, Miss C. May Cummings was the first to show symptoms of the disease. She became ill when on duty during the early hours of July 30, and she was placed instantly under medical treatment in what are known as the Queen's Chambers. In spite of the utmost care and every possible attention she died the same day, in about 8 hours after the attack. Miss Mabel Newby exhibited symptoms of cholera on the afternoon of the 30th and she died at 3.30 a.m. the next day. Miss May Stratfield was seized with the malady on the 30th and died on the 31st. Miss Inez Stark took ill on the 31st and succumbed the same day. Miss Eileen Norman was attacked with cholera on July 31, she died on the 1st instant. Miss Beatrice Sharpe who fell ill on July 30 died on August 2. In addition to these fatalities among the nurses, three cases occurred and ended fatally in the children's ward; Geraldine Woodward, aged 13, Master Cyril Jacobs, aged 10, and Trevor Hart, aged 4, were attacked on the 31st ultimate and death supervened in each case on the 31st. In addition to these cases a sweeper on the working staff of the Hospital died from the disease. There have been no other cases since. The three remaining patients are doing well.

Dr. Pearce, the health officer, reported on August 3, that the town, generally speaking, is in a healthy condition. It compares favourably, indeed, with the healthiest period before the plague commenced in 1897. No deaths have occurred from cholera in any other Calcutta hospital during the previous week and although there were 20 deaths, as compared with 17 in

the previous week, 16 occurred in the northern part of the town. With the exception of the unfortunate outbreak in the Hospital, therefore, very little cholera exists in the town itself.

A wire of the 5th instant says the hospital cholera epidemic has ceased. The affair has caused a most painful sensation in Calcutta. The general feeling is that a strict inquiry is necessary into the sources whence the nurses obtain their food, which is entirely distinct from the dining arrangements for the patients.

Entertainment

KOWLOON CRICKET CLUB CONCERT.

PROGRAMME.

THE following is the Programme of a Concert to be held on the Kowloon Cricket Club Ground on SATURDAY, the 21st inst., commencing at 9 P.M.

PART I.

1. Overture....."Tannhauser".....Wagner

2. Tenor Solo....."Life the Organist".....Gray

3. Soprano Solo....."Ave".....Mrs. J. W. Kew

4. Baritone Solo....."The Bandoero".....Leslie Stuart

5. Soprano Solo....."Villia".....Lehar

6. Humorous Duett.....Selected.....Messrs. Worcester & Carroll

7. Selection....."Cavalleria Rusticana".....Mascagni

PART 2.

1. Nautical Selection....."A Life on the Ocean wave".....Hand of the "Buff."

2. Soprano Solo....."Il Bacio".....Ardill

3. Vocal Duett....."A Night in Venice".....Lucandoli

4. Humorous Song.....Selected.....Mr. J. W. Kew and Mr. E. B. Ayris

5. Selection....."A Waltz Dream".....Strauss

Hongkong, 18th August, 1909. [590]

Intimations

CHINESE INTERPRETER required at the Magistrate's Court, Sandakan, British North Borneo. Qualifications are a knowledge of the Hokien, Tiochiow, Hakka, and Cantonese dialects—a knowledge of the reading and writing of the Chinese Characters is desirable. English essential.

Salary—\$90 per month Singapore Currency, with an allowance of \$10 per month in lieu of quarters.

Applications to

GIBB, LIVINGSTON & Co.,

Agents,

BRITISH NORTH BORNEO GOVT.

Hongkong, 10th August, 1909. [583]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.30 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

1.45 p.m. to 2.15 p.m. Every 10 minutes

2.15 p.m. to 3.00 p.m. Every 15 minutes

3.30 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes

9.00 a.m. to 9.30 a.m. Every 30 minutes

9.30 a.m. to 10.30 a.m. Every 15 minutes

10.30 a.m. to 11.00 a.m. Every 10 minutes

11.45 a.m. to 12.00 noon Every 15 minutes

12.00 Noon to 1.00 p.m. Every 15 minutes

1.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 6.00 p.m. Every 10 minutes

6.00 p.m. to 7.00 p.m. Every 15 minutes

7.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS on Week Days.

Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Wednesday, 18th April, 1909.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET,
HONGKONG.

Hongkong, 18th September, 1907. [164]

D. NOMA,

PROFESSIONAL TATTOOER.

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 50, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 24 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of empoisoning, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible danger, I use fresh materials daily.

The copying of Portraits with distinct minutiae a speciality.

Hongkong, 18th September, 1907. [16]

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows.

There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalf, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

ST. JOSEPH'S COLLEGE.

THE Scholastic Year will commence on MONDAY, 23rd inst. For particulars as to Board and Tuition apply to—

THE DIRECTOR.

Hongkong, 18th August, 1909. [597]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of UPHOLSTERY WORK for one year from the 1st September, 1909, to H.M. Naval Yard, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, and should be returned not later than Noon the 23rd August, 1909.

A Deposit of One Hundred Dollars (\$100) will be required when applying for tender forms. This will be returned if the tender be declined.

The lowest or any Tender will not necessarily be accepted, and the right is reserved of accepting any portion of a tender.

H. RISSLAND,
Naval Store Officer.

Hongkong, 18th August, 1909. [598]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that GILLETTE SAFETY RAZOR CO., carrying on business at First, Second and Colton Streets in the City of Boston, State of Massachusetts, United States of America, have, on the 15th day of May, 1909, applied for the registration in Hongkong, in the Register of Trade Marks of the following Trade Mark:—

in the name of GILLETTE SAFETY RAZOR CO., who claim to be the proprietors thereof. The Trade Mark has been used by the Applicants since the 15th day of May, 1908, in respect of the following goods:—

SAFETY RAZORS and RAZOR BLADES, SAFETY RAZORS and CORN KNIVES or

SAFETY RAZORS IN CLASS 12.

Dated the 18th day of June, 1909.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

Gillette

in the name of GILLETTE SAFETY RAZOR CO., who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicants since the 15th day of May, 1908, in respect of the following goods:—

SAFETY RAZORS and RAZOR BLADES, SAFETY RAZORS and CORN KNIVES or

SAFETY RAZORS IN CLASS 12.

Dated the 18th day of June, 1909.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

O. C. MOOSA

1 & 8, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

DEATHS.

On August 12, 1909, at Shanghai, China, George Frederick Tillbrook, aged 26 years, late of Page's Horse and Johanneburg Mounted Police, Transvaal.

At Shanghai, on August 13, 1909, Michael Feller, Examiner, I. M. Customs, Amoy, aged 44 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 19, 1909.

REAL CAUSE OF SWEATED LABOUR.

Another interesting Poor Law Commission report was issued on 16th ult., dealing mainly with the effect of outdoor relief on wages and conditions of employment generally. The special investigators who make the report are Miss Constance Williams (London) and Mr. Thomas Jones (Glasgow University), and their inquiries embraced many typical unions throughout the country. Inasmuch as outdoor relief is not generally given to able-bodied, wage-earning men, the reports deal chiefly with women workers.

From the summary appearing in the *London Morning Leader*, we gather that the small extent to which wage-earning women are in receipt of relief compared with the numbers employed, and the abundant reserve of low-skilled women workers generally available, whatever the outdoor relief policy, forced the investigators to draw the inference that pauperism has practically no influence in fixing the level of women's wages. About 70 per cent. of the women paupers are 60 years of age and upwards, and about the same percentage of the occupied women paupers are engaged in casual domestic occupations. The remainder are to be found chiefly in precarious employments like hawking or small shopkeeping, or in sackmaking, rag-sorting, in aerated water and jam factories, and in laundries. Such industries permit of irregular attendance, and therefore relieved widows, with children, are attracted to them.

MEN AND WOMEN PAUPERS.

Little evidence of any direct and immediate connection between outdoor relief and seasonal employment could be discovered. The great majority of paupers at any given time are permanent cases. They remain on the books from year to year, and the only common way of removal is by increased earnings of children or by death. The labour of wives and children, the assistance of missions and charities, are interposed between the inefficiency and unemployment of the husband and recourse to the poor law. "Where many men are casually employed, there many women will be found casually employed also."

The investigators were instructed to observe the economic, social, and moral effect of outdoor relief upon wage-earning paupers. But the

great varieties of social habit and competence among paupers make any generalisation difficult. "The poor law deals with the dissolute and deserving, and all the intermediate gradations of moral condition. And as its direct contact (in outdoor relief) is usually with adults whose characters are more or less fixed, its action depends on what those characters are. It deepens tendencies already operative. The bad will turn its help into an instrument for deeper corruption, the good into a means of sustaining the standard of life through a period of struggle."

Any direct and automatic variation of character, earnings, and relief is exceptional. "Once a woman is put on the roll, provided she is not guilty of immorality or frequent intemperance, she is not disturbed. Her earnings may rise and fall, but the relief will not vary. The inquiry as to her earnings is made at her first application, and rarely afterwards. It follows that in unions where outdoor relief is the exception—that is to say, in most unions—the pauper worker is not discouraged from working up to her full capacity. On the other hand, the haphazard methods pursued in these unions put a premium on fraud and cause great inequalities of treatment. The honest suffer and the hypocrites prosper."

PAUPERISM AND SWEATING.

Considerable attention was paid to the close relation often said to exist between pauperism and sweating. A detailed examination was made of the earnings and conditions of out-workers in Glasgow, Belfast, Bermuda, and Poplar, and, less fully, in other districts. From these inquiries it would appear that low-grade industries are not, except in an infinitesimal degree, directly supported out of the rates. In the parishes of Glasgow and Govan, for example, with a population of about a million people, only 64 pauper-out-workers were discovered. The investigators failed to find any instance of different rate being paid to a pauper and to a non-pauper for the same work by the same firm. The average employer is generally ignorant of any of his workers being in receipt of relief.

Summing up under this head, the investigators urge that "the primary sources of sweating are the poverty, domestic afflictions, and physical infirmities of the workers, leading to industrial inefficiency, and an incapacity to earn a normal wage. Low wages in turn perpetuate low earning power, and a vicious circle is established. The rates paid are of secondary importance compared with these primary disabilities. The employer's responsibility lies in his frequent doing out work as people dole out indiscriminate charity, and his desire to have a reserve of labour which costs nothing for keep-up, and which he can count on for a few hours."

RECOMMENDATIONS.

Mr. Jones concludes the final report by suggesting the following remedies:—(a) Here the most urgent need is the 'declassification' of men's labour, and a better industrial training of boys and girls. (b) It is important to preserve the efficiency of the able-bodied worker in times of continued trade depression both by insurance before the depression, and by the provision of useful work during the depression.

Educational.—A bold and liberal policy towards widows and their children on the lines of the Glasgow Special Roll. Hereditary pauperism would be far less probable under a systematic policy of liberal support than under the slovenly and inadequate system of doles which overworks the mother and half starves the children.

Administrative.—The policy of deterrence should be given up for that of supervision. The obligation to assist in clearly defined cases should be openly undertaken, and the appropriate persons urged to apply rather than the reverse. But such a policy could be made effective and beneficial only if accompanied by a new classification and new machinery: (a) Aged persons should be dealt with by a pension system. (b) Sick persons should be treated as a problem in health, not as a problem in poverty. (c) For the able-bodied the workhouse test should give place to an industrial test applied to the labour exchange. Unworthy applicants should be offered help in disciplinary institutions. (d) If the above classes were eliminated then outdoor relief as now understood might be restricted to special cases of temporary distress, to be dealt with by a Poor Law Board or a board of charities.

LOCAL AND GENERAL.

PRINCE T'ai T'ao intends to visit Germany to study her naval and military systems.

A EUROPEAN was fined \$10 in the Police Court this morning for being drunk and incapable.

TWO shop-coolies were fined \$25 each to-day for illegally bringing letters into the Colony.

A CENSOR has presented a memorial calling attention to the necessity for prison reform in China.

THE Waiwipu has notified to the United States China's acceptance of the appointment of the new American Minister.

We understand that the meeting of the Legislative Council which was to have been held to-morrow has been postponed.

TWENTY-THREE coolies were each fined \$3 at the Magistrate's Court this morning for gambling at No. 3, Chung Ching Street yesterday.

THE deputy sent by the Ministry of Posts and Communications to study railway affairs in Japan is leaving Tokio on his return to Peking.

THE Navy Department for the reorganisation of the navy will station official representatives in Tientsin, Chafos, Shanghai and other ports.

THE Oriental Colonisation Company has entered into a contract that will give it a monopoly of fishing licences along the northwestern coast of Korea, in order to prevent poaching; but the company will permit ordinary fishermen to operate under its superintendence.

THE Princess Consorts of the Prince Regent and Prince T'ai Chen are promoting the organization of a Female Education Association for the Empire.

IT has been decided that in the transaction of naval business Prince T'ai P'iao will remain in Peking, and Admiral Sah will travel about between Shanghai, Chafos and Canton.

THE East Asiatic Company at Copenhagen has placed an order for two steamers of 3,000 tons each for Russian account with the wharf of Burmeister and Wain at Copenhagen.

THE Chinese Government has decided on the early formation of a Privy Council and an Audit Department and the decision is finally approved by Grand Councillor Chang Chih-tung.

COMMENCING last week all the officers, engineers and quartermasters on the C.N. steamers have donned uniforms of a semi-naval description, the gold stripes being similar to those of the British navy.

A SALE of obsolete warships took place at Portsmouth on 13th ult. when the following prices were realised:—Battleship *Thunderer*, £19,500; battle ship *Amos*, £21,200; battleship *Benbow*, £21,100; bulk *Defiance*, £1,425.

TWO Chinese women, who attempted to commit suicide by jumping into the water, appeared in the Police Court, this morning, charged with the offence. They were both taken to the Registrar-General's Office and the charge was withdrawn.

IT is understood that of the 100,000 shares of the Central Bank of Korea the governments of Korea and Japan will take up 30,000 and 20,000 shares respectively and 1,000 shares will be taken by the Korean Household Department, while the remaining shares are to be open to subscription by the general public.

A TOKYO despatch reports that estimates for the construction of two projected railways in Korea will be introduced at the next session of the Imperial Diet. One of the two lines, namely, that between Seoul and Wonsan, will cost 20 million yen and the other, which will pass through southern Korea, 15 million yen.

REGARDING the China Export, Import, and Banking Company, which for the last two years has distributed dividends of 50 per cent., it is now stated that the enormous profits out of which those dividends could be paid have only been made because the company worked as the agent of the Hoechst Farb-Werke, whose articles the China Export Company sold in the Far-East. These colour works now intend to do the business themselves, and to put the profits in their own pocket. They are, therefore, about to buy as many shares of the China Export Company as possible, in order to be able to vote at the next annual meeting for the winding-up of the concern.

CANTON ANTI-OPIMUM ASSOCIATION.

SECOND ANNUAL MEETING.

[From Our Own Correspondent.]

Canton, 18th August.

On the 16th instant, the Canton Anti-Opium Association held its annual meeting, when there were present a large number of people, including several officials who are interested in the question. The Acting Viceroy and the Tatar-Generals also sent representatives to take part in the meeting. Several officials and members of the gentry made speeches relating to the opium evil, which were listened to with considerable interest by those present. A report on the working of the Association together with a statement of accounts was placed on the table for the information of the people. At the conclusion of the meeting a tea-party was held during which those present wished the Association continued success in the good work it was doing in the suppression of opium-smoking. On the same day, a procession was organised and paraded the city to impress upon the people the evils attendant upon the opium habit.

THE OPIUM TRAFFIC.

ALLEGED CONSPIRACY IN SYDNEY.

Despite the fact that the Customs officials have been exercising a constant and strict watchfulness over all vessels that were supposed to have on board the prohibited opium, they have been aware that considerable quantities have been secretly imported into the State, says the *Sydney Evening News* of 17th ult. It is recognised by them that there are various ways by which this might be done, and that there must always be a mental contest between them and the people who endeavour to get the stuff into the State in defiance of the law. This contest is made all the more keen when it is known that the habit of opium-smoking continues without cessation.

On Friday afternoon Plain-clothes Sergeant McIntosh and Constable Kelly arrested Customs Officers Frederick William Dowling Dansey and Thomas Edward Love, and a Water Police constable, Sidney Wickham, on a charge of conspiracy.

The police state that they saw Wickham leave the E. and A. Company's steamer *Empire* carrying a b.g. When he reached the Customs Office the box was examined by Customs Officer Love, and passed as being all right. Wickham, it is stated, took the box to a house in Surry Hills, where Sergeant McIntosh and Constable Kelly, who were hiding in the room, arrested him. They afterwards arrested Love and Dansey.

At the Central Police Court, this morning, Wickham, 28, Frederick William Dowling Dansey, 36, Customs officer, and Thomas Edward Love, 39, Customs officer, were charged with having, on July 16, conspired to import opium into New South Wales.

On the application of the police, the defendants were remanded until Friday, July 23. Bell was allowed.

Canton-Hankow Railway.

DIFFERENCES AMONG SHAREHOLDERS.

PRESIDENT AND VICE-PRESIDENT TAKE DRASTIC STEP.

[From Our Own Correspondent.]

Canton, 18th August.

Recently, it has been an open secret that both Sir Chun Tung Liang Cheng and Mr. Lo Po Shun had resolved to resign from office as President and Vice-President, respectively, of the Canton-Hankow Railway Company at the end of the 6th moon. It now appears that telegrams have been received from H.E. Chang Chih-tung and the Ministry of Posts and Communications declining to accept their resignation, and earnestly persuading them to continue in the service of the Company. Judging from the latest developments, matters in connection with the Railway seem to have gone from bad to worse and the strained relations among various parties of shareholders are daily becoming more marked. As has been already stated Sir Chun Tung Liang Cheng's resignation has been refused by the Imperial Government but with a view to avoiding trouble, Sir Chun Tung, without giving official notice to the Board of Directors of the Company, left quietly for Shanghai on the last day of the 6th moon and shortly afterwards sent a letter to Mr. Lo Po Shun asking him to take over the seal of the Railway Company. On learning of Sir Chun Tung's departure from Canton and the responsibility of his position Mr. Lo Po Shun left Canton on the same day for his home in the interior. Everything, therefore, in connection with the working of the Canton-Hankow Railway Company in Canton remains at a standstill. Yesterday, a meeting was held by the Board of Directors of the Company and a number of shareholders, were of the opinion to proceed in a body to the interior to see Mr. Lo and to earnestly induce him to return to Canton and resume charge of the Railway Company. It is not known whether Mr. Lo will accede to their request.

Mr. Leung Yung Wu, a member of the Ministry of Posts and Communications at Peking, deputed to make investigations into the condition of the Canton-Hankow Railway, is expected to arrive here to-morrow.

HONGKONG WATER POLO SHIELD COMPETITION.

SEVENTH ROUND.

Yesterday's match between the Boys' Own Club and the 88th Company Royal Garrison Artillery resulted in a draw, both teams getting in two goals each. The Boys' had matters all their own way in the first half, but only managed to score once after many attempts, the Artillerymen playing a splendid defensive game. Shortly after the opening of the second half a penalty was awarded to the 88th on account of Chunyut fouling his opponent within the penalty area; this resulted in the Military team equalising, and in less than a minute, later they had added a second goal against the Boys. The latter, however, forced the game at this stage and just before time A. S. Ellis scored the second for the B.O.C., the contest ending in a draw after a very exciting and interesting struggle.

The Victoria Recreation Club's representatives immediately after easily defeated the 83rd Company Royal Garrison Artillery by a dozen goals to all, the play throughout being in favour of the home team.

DEATH OF MR. WARFOLD LOCK.

LATE MANAGER OF RAUB GOLD MINES.

We (*Singapore Free Press*) regret to see the announcement in the Ceylon papers of the death of Mr. Charles G. Warfield Lock, which took place at Bandarawella, Ceylon, on July 30th. Mr. Lock was lately in the Straits, and was not then very well. He went to Ceylon and there underwent an operation in May, from the effects of which he never recovered. The immediate cause of death was heart failure. The funeral took place at Nuwara Eliya on Aug. 1st, and many friends whom Mr. Lock had made during his comparatively short stay there followed his remains to the grave.

Mr. Lock first came to the Straits in June, 1902, to become manager of Raub Gold Mines, a position which he held for about four years, leaving the company in 1906. Thereafter he was in the Peninsula as a mining engineer and expert, and we believe reported on Sempang Mine, among others. He stayed in Singapore for some time, and his wife came out here in April, 1907. His age must have been close on sixty.

Mr. Warfield Lock's qualifications were F. G.S., M.I.M.E., and he had been engaged professionally in Iceland, Austria, British Columbia, and New South Wales. He was a great writer and some of his books are "The Home of the Edgars," "Practical Gold Mining," "Gold Mining," "The Miners' Pocket Book" and "Mining in the Malay Peninsula," the last named being issued only a few years ago.

THE ANTUNG-MUKDEN RAILWAY.

FIRST CONFERENCE.

Tokio, August 13.

Baron Hjoie, Japanese Minister at Peking, and Grand Councillor Na Tung, President of the Waiwipu, held their first conference yesterday.

Emphasis is laid in Tokio on the fact that Japan will not surrender her right to police the Antung-Mukden railway line, in view of the provisions made by treaty and of the frequent appearance of bands of Hungtuts within the railway area.—N. C. D. News.

OF INTEREST TO TOURISTS.

LATEST HANDBOOKS FROM THE STATES.

We have received from the local branch of the Osaka Shosen Kaisha a number of excellent brochures with artistic illustrations of some of the beauty spots of the United States which the intending tourist would do well to visit. In connection with the Company's Trans-Pacific service, the comfort of travel by the Chicago, Milwaukee and St. Paul Railway is set forth in attractive style. These are the days of giant strides in the perfection of floating palaces on sea and the iron horse on land. The interior of the well-appointed carriages of the Railway is the last word in ease and comfort. The cosy sleeping berths, the up-to-date library, an excellent cuisine, the high-class table d'hôte provided and special compartments where the strictest privacy is ensured give to the cars all the appearance of a well-appointed home. From this we will pass on to a description of a number of well-known lake resorts which are among the finest in the world in their natural luxuriant foliage and beauty of scenery. Excellent coloured photographs of these beauties of nature appear in an artistically got-up booklet entitled "Kilbourn and the Dells of the Wisconsin" and these will afford the strange eyes a better idea of the natural charms to be found here than a mere descriptive effort. The advantages of a visit to California, which has been termed "Winter's Summer Garden," are also set forth lucidly. Last, but not least, an interesting production is that in which appear the principal buildings of the Alaska-Yukon Pacific Exposition. To show the importance attaching to Seattle's great fair, the following paragraphs might be interesting to those who appreciate American industry:—

HOPES OF THE BUILDERS.

It is confidently expected by the builders that this will prove to be the most beautiful of all the world's fairs. Whether this hope will be realised each visitor must judge for himself. Certain it is that the surrounding country presents wonderful natural advantages, and the appearance of the grounds and buildings six months before the gates open shows a full appreciation of these advantages by the landscape artists employed.

A WONDERFUL MONUMENT.

The Exposition monument stands in the plaza in front of the United States Government building. It will be entirely covered with gold from Alaska and the Yukon, and its splendour will be one of the features of the Exposition. It is eighty feet high. At the base are four figures, emblematic of the Northland, the Southern Pacific Countries, the Pacific Coast and the South Seas. The columns are Corinthian, with an ornamental shaft carrying an astronomical globe showing the signs of the zodiac and surmounted with the American eagle. About \$7,000 worth of gold dust will be used to gild the monument.

The head of the Cascade Court stands a monument typifying the "Spirit of the Pacific," the sculptor having used the aboriginal races of the Pacific Coast countries as models for his central figures.

THE NAVIES OF THE WORLD

Warships lying at anchor in Seattle's harbour will tell the story of the Pacific. The United States Navy Department will have the entire Pacific fleet here during the fair; Japan will send her great war vessels, and Great Britain, Germany, China, France, Russia and other nations that have to do with the commerce of the Pacific will have their navies represented. It will be one of the greatest opportunities yet presented to the people of the middle states to study the modern navy.

EXPOSITION FINANCES.

The Seattle spirit that created the fair will make it successful. When it was launched the citizens were asked to subscribe \$500,000 in stock. They subscribed \$650,000 in a single day. In October, 1908, when it was necessary to raise more money Seattle people took \$350,000 bonds in two days. The landscape department asked for 25,000 geranium plants, and on one Saturday afternoon the people of Seattle took 40,000 to the grounds.

The handbooks, as usual, have been cleverly got-up and are the highest expression of the artistic sense, which reflects not a little credit on the enterprising compilers.

CANTON DAY BY DAY.

REPATRIATED CHINESE.

[From Our Own Correspondent.]

Canton, 18th August.

This morning, one hundred and fifty-six poor, aged people among whom were several invalids, arrived here by the steamer *Kwangsi* from Hongkong. These men are repatriated Chinese from Peru. They were received by the various charitable institutions and will shortly be sent to their respective homes. They are now temporarily accommodated in the Kwong Yan and Kwong Chai charitable institutions.

FIRE.

At 1.30 p.m. yesterday afternoon, fire broke out in Tai Ping Fong Street, Honam, through the careless use of kerosene oil, as a result of which eight buildings were destroyed.

CANTON-HANKOW RAILWAY.

Mr. Leung Yung Wu, who was recently deputed to proceed to Canton to investigate the affairs of the Canton-Hankow Railway Company, has arrived here and called on the Viceroy to report himself.

H. K. KO YU HIM IN CANTON.

On the 15th instant, H.E. Ko Yu Him arrived here from Hongkong and called on the Acting Viceroy, H.E. Wu Sheng Lum, to discuss certain matters in connection with the Macao delimitation question.

WU CHING-TUNG.

The ex-Provincial Judge of Kwangtung, Wei Ching-tung, will leave Canton on the 21st instant for Kwangsi to take up his new appointment as Provincial Treasurer of that province.

ANTUNG IN 1908.

CUSTOMS COMMISSIONER'S REPORT.

Mr. Lewis S. Folen, acting Commissioner of Customs at Antung, writes under date 14th January:—

The octopus of the commercial depression which has been wrapping its tentacles around the marts of North China during 1908 seems to have taken less than its average toll of the life blood of trade from this port, although the physical potentialities of the twelvemonth have really been much retarded by the aseismic touch. The life of this valley still derives so much more of its strength from the soil than from the operations of the counting-room and the shipping office that it is not so readily affected by commercial disturbances as that of some of the older ports. The dealers report that their year has differed but little from last season; yet they complain bitterly against the ill fortune attendant upon the curtailment of the producers' purchasing power brought about by the abnormally low prices of a restricted demand at a time when almost unprecedentedly cheap silver should have created a healthy foreign market and good prices for exports. However, outward appearances have afforded indication of unquestioned prosperity. During 1907 and 1908 the Chinese towns seem veritably to have been rebuilt, so many have been the additions of more substantial shops and offices. Also in the section between the Chinese and the Japanese Settlement a regular system of broad streets has been laid out, some of which connect by bridges and cuttings through the Japanese dike with the main roads of the Settlement. Timber continues to be the chief lever operating to raise Antung to a more important place in the business world; still even in the wood trade there have been many losses associated with the general list of moderate profits reported for the season. The year has witnessed the inauguration of the Chiao-Japanese Yalu Timber Company, the establishment of which was first provided for by Article X of the Komura Agreement signed at Peking on the 22nd December, 1905, and later made the subject of a more definite compact when the Yalu Forestry Agreement was concluded at Peking on the 14th May, 1908. In pursuance of its terms the Japanese and Chinese Commissioners signed at Moukden on the 11th September the detailed working regulations of the company, which, in turn, fixed upon the 25th September as the inaugural day for this international enterprise. It will be remembered that these two conventions provide for a joint stock company with a capital of \$3,000,000 to be advanced in equal parts by the Powers; with a chief director in the person of the Tsungpei Tso, the ranking local Chinese official; with two managing directors appointed by the two Governments; and with offices at Antung and at such places along the Yalu River as may be required. The company is to carry on its operations in a strip of territory 60 miles along that part of the Yalu between Macherhan and what is known as the Twenty-fourth Valley, near the head waters of stream, and is to act also as the selling agent for all timber felled by Chinese either in this region or in the Hun River Valley. With the opening of the company's office on the 25th September the already much chequered career of the Yalu timber trade entered upon a new stage of its existence, over which heads are shaken when predictions are made. During the past two seasons the Japanese Timber Bureau has forced the reframed to surrender to it one-quarter of all the logs floated at prices, which were fixed by its own officers and which averaged from one-fourth to one-half of those current on the open market. Since September this levy has begun by discontinue, and the company has begun buying up the local stock still in the raftsmen's hands at a reduction of from 10 to 15 per cent. on the market price, so that the raftsmen find it very similar to what it has been since 1905. Still it is felt that the future of the industry, especially if it is nurtured by a carefully administered plan of *reboisement*, such as was proposed by the Japanese representatives during the negotiations, will be a prosperous one, continuing to contribute to the port's steady growth. But without question that feature of Antung's commercial horoscope which reads trust is the prediction of growing importance to follow upon the conversion of the light railway to Moukden into a standard gauge road and the construction of the bridge across the Yalu, which will link up the Korean system with the iron roads of Asia and Europe. The Japanese officials of the South Manchuria Railway Company state that the \$2,000,000 recently floated in London will be immediately devoted to this reconstruction work and that the final surveys for the new roadbed are already being made. The general plans sanctioned provide for a northern terminal at Sokiaton, the station on the main line of the South Manchuria Railway, 103 miles south of Moukden, which also serves as the junction with the line to the Fushun mines. This will give the road a total length of 170 instead of its present 188 miles, and will also save the expense of another bridge across the Hun River. It is likewise proposed, in order to cater to passenger traffic, to retain as much of the scenic beauty of the present line as engineering considerations will permit. The railway officials say that active work will be started in the early spring and that the remodelled line should be completed in three years, that is, during the spring of 1912. From the Korean Railway officials emanates a simultaneous report with reference to the proposed bridge, to the effect that operations thereon will be begun after the summer rainy season has passed, and that the bridge should stand complete by the time the new Antung-Moukden rails are laid. These constructive works will probably mean much to the business life of the Japanese Settlement which has been so markedly unsatisfactory during the past two years. Capital has been very tight this season among the smaller merchants, while many losses have fallen upon the larger dealers through unprofitable transactions in exports.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ANTI-BRITISH BOYCOTT.

ADVOCATED BY KIUKIANG CHINESE.

[From Our Own Correspondent.]

Shanghai, 19th August, 3 p.m.

In consequence of the acquittal of Inspector Mears, of the British Consulate, on the charge of the alleged manslaughter of a Chinaman at Kiukiang, the Chinese have advocated an anti-British Boycott.

THE PRATAS ISLAND.

HAULING DOWN OF JAPANESE FLAG.

[By courtesy of the "Sheung Po."]

Peking, 18th August.

The Waiwupu has requested the Japanese Minister to apply for instructions from his Government for the hauling down of the Japanese flag on the Pratas Island.

The Japanese Minister has not yet sent any reply.

INLAND NAVIGATION.

PROHIBITED TO FOREIGNERS.

[By courtesy of the "Sheung Po."]

Peking, 18th August.

The Waiwupu has issued instructions to all Provinces prohibiting foreigners from running steamers beyond Treaty limits.

CHINESE MINISTERS.

TO WASHINGTON AND ROME.

[By courtesy of the "Sheung Po."]

Peking, 18th August.

H.E. Cheung Yam-tong, Minister-designate to Washington, and H.E. Ng Cheung-lin, Minister-designate to Rome, have fixed the 30th inst. as the date of their departure for the respective capitals to which they have been accredited.

TAOTAI WEI-HAN.

APPOINTED ON NAVAL BOARD.

[By courtesy of the "Sheung Po."]

Peking, 18th August.

Taotai Wei Han, director-general of the Canton-Kowloon Railway (Imperial Chinese section), has been appointed by the Central Government to assist in the reorganisation of the Navy.

STUDENTS FOR AMERICA.

MINISTER APPOINTED CHIEF DIRECTOR.

[By courtesy of the "Sheung Po."]

Peking, 18th August.

The Ministry of Education has appointed Cheung Yam-tong, Minister to the United States, chief director of the Chinese students in America and Chung Man-yiu, assistant director.

ANTUNG-MUKDEN RAILWAY.

AMICABLE SETTLEMENT IN SIGHT.

[By courtesy of the "Sheung Po."]

Peking, 18th August.

It is reported that Na Tung has been in conference with the Japanese Minister on the Antung-Mukden Railway affair and there is every hope of the matter being amicably settled.

LORD Charles Beresford has sent a letter to the press in which he gives a list of some fifteen well known Admirals, including four Admirals of the Fleet, and apparently almost all those officers who have in recent years held the post of Commander-in-Chief on the China Station, each of whom has expressed himself as being in favour of the scheme recently proposed by his Lordship.

THE COINAGE OF CHINA.

That the coinage of China is in a muddle is an axiom that needs no proof, at least so far as foreigners are concerned, but now at length it is becoming to be realized by the populace at large.

For ages the coinage of the empire has been solely copper cash, that wonderful and convenient unit with probably a higher purchasing power than any other coin ever minted. The Chinese (and for once of silver) has never been used for reckoning silver by weight when large transactions require it, there being by the way at least three different weights in use, but all ordinary payments have always been settled in cash. This applies to the past. With the advent of the foreigner a disturbance in currency matters began. To weigh out silver and squabble over its "touch" at every transfer was clearly unsuited to the "business" man, and payments in copper cash were out of the question. Hence

THE INTRODUCTION OF THE MEXICAN and other dollar coins, recognized as being the definite portion of an ounce or tael of silver, and so the counting of coins began to take the place of the weighing of silver. The Chinese quickly appreciated the change and silver dollars began to circulate freely all through the central and southern provinces, probably in fourteen out of the eighteen. With the dollar came

THE SUBSIDIARY COINAGE of five and twenty cent pieces, and in particular the pretty five-cent pieces from Hongkong, but it is highly probable that more of these adorn the gowns of the Chinese fairer sex in the shape of buttons than are to be found in their place of origin. Here also it may be noted that towns exist in inland China where the Hongkong subsidiary coinage has displaced the Chinese, the former being distinctly better in "touch." Thus through the wide-spread use of silver a scale of prices in dollars and fractions thereof, began to compete with the ancient valuations in cash.

An examination of this change may not be out of place when currency and coinage propositions fill the air in high places. An idea seems to possess some people that the tael is China's unit of value. It is readily conceded that officials probably think in taels (and dream of them too, if reports are correct) and that often foreigners at Treaty ports (following the lead of the banks which naturally profit by keeping up two systems of currency—dollars and taels) are led to think that the tael has distinctly Chinese flavour and sanctity about it. A gold mine reckons its output in ounces of gold, a Chinese reckons his silver in ounces of that metal but in neither case is a "coin" as such thought of. That this is the case daily contact with the populace in any inland part of China will readily show. Who ever bought a bowl, or eggs, or rice, or mutton, or candareens? (By the way, who invented such barbarities, to which "tael" must be added?) It always was cash, cash, cash. The popular coin was cash, and ounces of silver only came to the rescue when large sums were in question. Probably not one per cent of the population ever transacted a piece of business (with the one exception of buying cloth, for the clothiers favour the tael as unit) in which the price was not in cash, and in every case, cloth also included, payment was made in cash.

Then as stated above, came silver dollars and their subsidiary coinage. And here the remarkable fact presents itself that the subsidiary coinage displaced the dollar unit for purposes of reckoning. Thus a dollar (not the coin) came to mean over large parts of China ten ten cent pieces, and a dollar coin was reckoned at its value in ten cent pieces, for as we are all aware in China ten "dimes" do not make a dollar, in fact it takes nearly eleven.

Now the USEFULNESS OF THE "DIME" UNIT and currency (if one may be permitted so to term it) will be apparent to anyone acquainted with the need of a low valued unit of exchange in a land of high purchasing power. That the Chinese appreciated this dime currency soon became clear. It may be noted in passing that ten-cent pieces are called "single" or "small" dimes (various Chinese names standing for "dime") and twenty-cent pieces "double" or "large" dimes. And what more useful coin for ordinary purposes than "large" dimes? \$10 in such coins makes a most convenient roll, exactly suited to Chinese requirements. This being the case

THE PRICES OF COMMODITIES soon came to be reckoned in dimes, rice, e.g. at 32 dimes the picul, and so on. And what was more remarkable goods were put up in odd weights to sell for a dime. This process was continuing so that the dime, bid fair to large parts of China to become the unit of value. The clothiers still gallantly held on to taels, mace and candareens, though the decimal fractions of the dime, also in use, would have suited them as well.

Such was the state of things when three or more years ago came the

DELUGE OF TEN-CASH PIECES, which has swept all previous landmarks into oblivion. What induced the powers that be, except the need of the immense profits accruing to flood the empire with a coin the people did not want (certainly not in bulk) it is hard to understand. A coinage of dimes or double dimes would have better met the need for a wider currency. Anyhow the deluge came, stoutly resisted by the people. The writer remembers when seventy-six of these "cents" passed for a dollar. This year it has been down to 131 and in some places even lower. The result has been that the old cash and subsequently silver dollars and dimes have largely disappeared, having been absorbed apparently by the official exchequer. The cash shops having been given good commissions by the provincial mints have been enabled to force these pestiferous "cents" on the people, and in so doing have actually considerably reduced the people's capital, because of the continual depreciation of these "cents." It is well for the internal peace of the empire this fact is not grasped by the populace. And now on the top of all this come showers of cash bills redem-

able in "cent." This may possibly lead to a still further depreciation. "And what will it be in the end?"

It certainly is not a pleasing outlook: a greatly depreciated ten cash currency being practically the only available coinage for the populace.

TWO MINOR GRIEVANCES against these "cents" may be noted. First, the continually changing rate of exchange posted daily at the local official cash offices, thereby introducing an element of uncertainty into local and petty business, for the custom of reckoning in dollars is widespread. And second that there is no hole in the coin, thus making it more inconvenient for handling in bulk. That this is most certainly true personal experience with say \$200 in ten cash pieces wrapped up in flimsy paper parcels will readily prove.—N. C. D. News.

CHINESE COMMEMORATION STAMPS.

A SPECIAL ISSUE.

It will be of interest to philatelists to hear that the Imperial Chinese Postal Administration is shortly issuing three special stamps to commemorate the accession to the throne of His Imperial Majesty Hsuan Tung. Unlike China's present issue these stamps are oblong and are to be issued in the following denominations:—2-cents, yellow border of Imperial Dragons, centre—Temple of Heaven in Green; 3-cents, ditto with blue centre, 7-cents ditto with purple centre. The wording on the top of these stamps being "Chinese Empire" and underneath that "Hsuan Tung, 1st year." It is expected that these stamps will be issued about the 15th of September, the supply being a limited one.

SHANGHAI TRADE.

Messrs. Noel, Murray and Co.'s report on the Shanghai Piece Goods Trade says:—

There is no very striking evidence of any improvement in our market, but there is certainly a better feeling, with more hope for things to come. As usual in the very hot weather a good many of the dealers are absenting themselves, and so one expects the market to take a real turn before the beginning of next month. The long spell of dry weather has at last broken, but the Country could do with a lot more rain, still it is some relief to the anxiety that was prevailing in this and the neighbouring provinces. In the North, Manchuria more especially, floods have been very prevalent and a good deal of damage done in parts, which may account for the apathetic state of the markets there. The water in the Yangtze has abated and the fear of floods is at an end for the present. The Hankow market is better in consequence and fresh buying orders are coming down, especially for yarn, which in spite of the high prices is still holding its own against the woven article.

The state of uncertainty, not to say unrest that this country has drifted into again, through the old habit of procrastination, of which she is suffering recrudescence, is very dispiriting to her well-wishers. The promises of speedy reforms, and greater facilities for commercial pursuits, when the new reign commenced, have all ended in smoke. The old conservative party seem to have the upper hand again in Peking and everything relating to concessions that Foreigners have obtained and invested money in seem to be the subject for attack, notwithstanding the great benefit the Country at large was likely to reap from them. The patience of Japan has now been played out with regard to the question of her rights in Manchuria, and she has declared her intention of proceeding with the standardisation of the railways she controls without waiting further for the assent of China. She has enormous vested interests in the country that cannot be made to pay without further development, and it is just here that the old dog-in-the-manger policy of China comes in again, and at a very inopportune moment when it is impossible for her to make any show of resistance and which will give Japan the necessary excuses for strengthening her hold on Manchuria and its commerce, as no assistance can be expected from other countries whose sympathies are all with Japan.

The home markets continue in the same unapproachable state as regards prices for staple makes, it being only here and there that it is possible to connect with some special goods of the fancy class. Cotton has fluctuated considerably during the interval, but has recovered slightly towards the close, this morning's quotation coming 6 1/2 d. for Mid American in Liverpool, while Egyptian remains unchanged at 97 1/2 d. From New York we learn the price for September is now 12.05 cents and 12.10 cents for December.

The Yarn market is keeping in an extraordinarily active state for the time of the year, which leads to the suspicion that some of the buying must be in anticipation of orders, as clearances are not over good. Both the imported and local spinners have enjoyed a considerable amount of attention at ever ascending prices. The native raw staple is in very low supply, but we understand some forward buying has already commenced, a fair quantity of Ningpo being contracted for by a local mill at 11s. 2 1/2 p. per picul.

No specific transactions are mentioned from first hands, but we understand there is a little doing in a retail sort of way, at rather more satisfactory prices for standard Manchester makes. Clearances are only moderate, being somewhat accelerated by the shipment of 5,000 to 1,200 packages of old purchases for Corea, telegrams from the Country to curtail shipments coming too late to keep back a fair proportion of the above quantity. American makes are decidedly quiet, the market not being assisted by the weak action of one or two native holders. A resale of Peppercorn Drills at 11s. 4 1/2 is reported and some Clifton R. 3 1/2 yd Drills at 11s. 4 1/2. Buyers are offering a little firmer prices for light cloths but find no return at previous prices.

KING HONOURS HEROES.

AWARDS FOR BRAVERY BY LAND AND SEA.

An interesting and impressive ceremony was held at Buckingham Palace on 22nd ult. when His Majesty presented Board of Trade and Home Office medals to a compact little band of heroes.

For the first time a woman received the Board of Trade silver medal, his Majesty presenting her with the award on account of an act of gallantry at sea.

BY LAND AND SEA.

The little knot of people who have distinguished themselves by conspicuous bravery were divided into two sections: the silver or bronze medals of the Board of Trade were presented for acts of gallantry in saving life at sea and the Albert or Edward medals for similar gallantry ashore.

Those to be honoured, who came from various parts of the country, assembled at the Board of Trade Offices and the Home Offices during the morning, and were driven to the palace in charge of officials from those departments.

The awards were made at the conclusion of an investiture, the King having personally bestowed knighthoods and the insignia of various honours conferred on the occasion of his birthday; consequently a large crowd had gathered in the neighbourhood of the palace. The warmest interest was exhibited in the little crowd of brave persons as they drove up with the Home Office and Board of Trade officers to receive congratulations and awards from King Edward. The members of the public present accorded them quite an ovation.

When the party arrived the reception-rooms were crowded with marshals, gentlemen-at-arms, and royal servants in state liveries, so that the scene was quite a mass of movement and colour; moreover, it was evident that the brilliant assembly in the palace shared the interest of the public outside in the gallant little band, though they were not, perhaps, quite so demonstrative.

King Edward received his brave visitors very cordially. He shook hands with each one, and as he presented the awards, said a few words of congratulation and approval.

His Majesty was in the uniform of a British field-marshal, and attended by a numerous retinue, including the Lord Chamberlain, the Home Secretary, and the President of the Board of Trade.

The Lord Chamberlain read out the names of those to whom the awards were to be made, and each one was formally presented to King Edward by Mr. Herbert Gladstone and Mr. Winston Churchill.

A LADY HERO.

Miss Kate Gilmour was the first to receive the Board of Trade silver medal. She was stewardess of the s.s. Sardinia on 25 Nov., 1908, when the vessel caught fire and 83 persons lost their lives. Miss Gilmour acted with great presence of mind and was undoubtedly instrumental in preventing many people from throwing themselves overboard, and when the ship was stranded was one of the last to go ashore.

The following were the other awards made by the King: John Gunn (coastguard), Board of Trade silver medal. Swam with a lifeline to wrecked barge Ernest Piper at Caister on 10 Dec., saving three lives.

Henry Oscar Welsh (coastguard), awarded Board of Trade silver medal for a gallant attempt to save a member of the crew of the British schooner Bessie Arnold, wrecked on 28 Dec. last off Kildonan during very bad weather.

Joseph Cole (quartermaster) and Andrew Hill (seaman), Board of Trade silver medal. These men were employed on the s.s. Canadian in connection with the rescue of the crew of the barquentine Sunbeam, off St. John's, Newfoundland, abandoned in the North Atlantic on 21 Jan., 1908.

Richard Porritt (member of the Volunteer Life Saving Apparatus Company), Board of Trade silver medal, and Matthew Verrill (lifeboatman), bronze medal, for singular bravery in jumping in the water and saving two members of the crew of the Swedish barquentine Elise at Staithes on 11 Feb. last.

DOWN THE CLIFFS IN A FOG.

William Tysoe (chief officer), Edward Hobbs (chief boatman), Edward Hayman and James Coles (commissioned boatman), William C. Sander (boatman coastguard), and W. H. Mitchell (farmer) were all awarded the Board of Trade bronze medal in connection with the stranding of the British brigantine Try Again, which stranded at Dodman Point, Cornwall, on 6 Oct. last. The men went up and down the cliffs in a dense fog, and were instrumental in saving three men.

The Albert medal of the second class was awarded to George Henry Smith, for bravery in saving a comrade who had fallen into a hot brick kiln at Woburn Sands at considerable personal risk.

James Reed was awarded a second class Albert medal and Henry Smith (who is at present at sea) will be the recipient of a similar award, for bravery displayed on the occasion of the Messina earthquake on 28 Dec. last. They climbed a rope to the top of a five-storey building and lowered 12 or 14 people to the ground.

Arthur Ecclestone, a porter at Rushbury, on the L. and N.W. Railway, received the second class Albert medal for saving a child from being run over by a light engine on 2 Oct., 1908.

James Kennedy Chapman, Thomas McCormack, and Archibald Wilson have been awarded the Albert medal of the second class. In November last the men were painting the interior of an iron tank in the stockhold of a vessel in dry dock at Jarro, and they behaved with great bravery in attempting to save comrades who were overcome by the fumes. The man Wilson died in the tank, and his medal will be handed to his widow.

COLLIERY HEROES.

Frederick Watts was awarded the Edward medal for saving a comrade in the Hanham Colliery on 20 May at great personal risk. He had sustained a broken arm, and was unable to move from the danger zone of two exploding cartridges.

The second class Edward medal was awarded to Henry Benton for saving a comrade's life in the Quabby Main Colliery during a heavy fall of rock.

To-day's Advertisements.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH; ANTWERP, LONDON, COLOMBO and SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 25th August will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 18th August, 1909. [458-459]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAVERS," FROM LEITH, ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 19th August, 1909. [601]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DEVANHA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Morea*.
From Calcutta, ex S.S. *Palawan*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary, before 6 hours.

Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 18th August, 1909. [417]

PASTEURIZED AMSTEL PILSENER BEER.

SPECIALLY

MOST

PASTEURIZED

PALATABLE

FOR USE IN

REFRESHING

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AND

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WINE, SPIRIT AND CIGAR MERCHANTS,

79, Queen's Road Central.

Hongkong, 19th August, 1909.

[17]

Shipping—Steamers.

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"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

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(Subject to alteration).

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"A. ONTEAGLE"	
SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA"	"EMPRESS OF IRELAND"
SATURDAY, SEPT. 25TH.	FRIDAY, OCT. 22ND.
"EMPRESS OF JAPAN"	"ALLAN LINE"
SATURDAY, OCT. 16TH.	FRIDAY, NOV. 12TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

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SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

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HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43

Via New York 45

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 20th Aug., 4 P.M.
SHANGHAI	CHOYSANG	SATURDAY, 21st Aug., 4 P.M.
TIENSIN VIA WEIHAWEI & CHEFOO	CHEONGSHING	SATURDAY, 21st Aug., 5 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	FOOKSANG	TUESDAY, 24th Aug., Noon.
FOOCHOW	YATSHING	WEDNESDAY, 25th Aug., 3 P.M.
MANILA	YUENSANG	FRIDAY, 27th Aug., 4 P.M.
SINGAPORE, PENANG & CALUTTA KUTSANG	YUENSANG	TUESDAY, 31st Aug., 3 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namang* and *Pookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Tablet Car on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 61. Hongkong, 19th August, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
CHEFOO & NEWCHWANG	"LUOHOW"	20th Aug., 4 P.M.
MANILA, ZAMBOANGA AND USUAL AUSTRALIAN PORTS	"CHANGSHA"	21st " "
SHANGHAI	"CHENAN"	22nd " Daylight.
MANILA	"TAMING"	24th " 3 P.M.
CEBU & ILOILO	"KAIFONG"	24th " 4 P.M.
SHANGHAI	"ANHUI"	25th " "
WEIHAWEI & TIENSIN	"HUICHOW"	25th " "
SHANGHAI	"LINAN"	26th " Daylight.
MANILA	"TEAN"	31st " 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

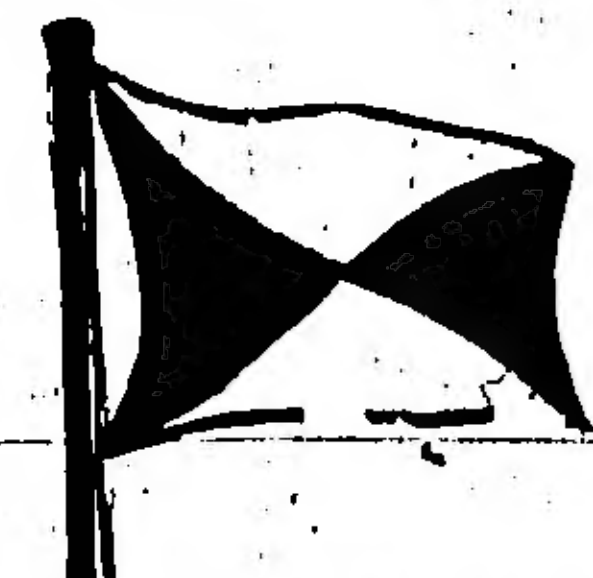
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenai*, *Linan*, *Chinshui*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Stateroom and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTENFIELD & SWIRE, AGENTS.

Telephone No. 167. Hongkong, 18th August, 1909.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Date.
ROBI	8540	R. W. Almond	MANILA	SATURDAY, 21st Aug., at 5 P.M.
ZAFIRO	8540	R. Rodger	"	SATURDAY, 28th Aug., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 17th August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI.

KOBE, YOKOHAMA, HONOLULU and

SALINA CRUZ (Mexico).

S.S. AMERICA MARU 5,000 tons gross Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU 5,000 " " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " " 10th Dec., 1909, at Noon.

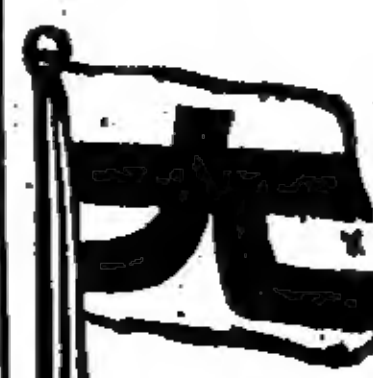
For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th July, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES; PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOI, KOBE, SHIMIDZU AND YOKO.	"SEATTLE MARU"	6,178	SATURDAY, 28th Aug., at Noon.
HAMA	Capt. T. Saito		
Do	"TACOMA MARU"		SATURDAY, 25th Sept., at Noon.
	Capt. T. Yamamoto		

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"OHOSHU MARU"	THURSDAY, 19th August, at 10 A.M.
	Capt. T. Saito	
TAMUJI V. SWATOW & AMOY	"DAIJIN MARU"	SUNDAY, 22nd August, at 10 A.M.
	Capt. Y. Kaburaki	

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"

First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th August, 1909. T. ARIMA, Manager.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAMBA MARU, Capt. O. H. Butler, Tons 6500	WEDNESDAY, 1st Sept., at Daylight.
VICTORIA, B.C. & SEATTLE, Via SHANGHAI, MOI, KOBE, YOKKAICHI AND YOKOHAMA	INABA MARU, Capt. R. Takeda, Tons 6500	WEDNESDAY, 15th Sept., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	SHINANO MARU, Capt. K. Kawan, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
SHANGHAI, MOI AND KOBE	TANO MARU, Capt. S. Ishikawa, Tons 8,000	TUESDAY, 28th Sept., at A.P.M.
KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
MOI, KOBE & YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6,000	FRIDAY, 1st Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	TAKASAKI MARU, Capt. A. Mocker, Tons 5000	TUESDAY, 24th August, at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO	KANAGAWA MARU, Capt. J. Nagao, Tons 6,500	FRIDAY, 20th Aug., at 5 P.M.
	MIYASAKI MARU, Capt. T. Murai, Tons 9,200	FRIDAY, 27th Aug., at A.M.
	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 1st Sept., at Noon.
	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	SATURDAY, 21st Aug., at A.M.

† Cargo only. * On'ting Keelung and Shimidzu.

† Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru (Capt. A. E. Moses) About Saturday, 28th August.

Atsuta Maru (Capt. W. Thompson) About Wednesday, 22nd September.

Miyasaki Maru (Capt. T. Murai) About Wednesday, 20th October.

Kitano Maru (Capt. F. E. Cope) About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN. KOBE RETURN. MOI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd	\$70	\$60	\$50	\$40

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

[45-460]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "CALEDONIA," Captain W. Hayward, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, &c., on SATURDAY, the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Montpelier*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Caledonia*, due in London on 3rd October, 1909.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HAWKETT, Superintendant.

Hongkong, 7th August, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

HE Steamship "AMIRAL DUPELLE," expected to arrive on or about the 19th August.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "INDRAWADI," Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 21st July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship "CARMARTHENSHIRE," Captain Daniel, will be despatched as above on or about 15th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. FARE TO LONDON £35.

For further Particulars, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship "CARNARVONSHIRE," Captain Ingram, will be despatched as above about 25th instant.

For Freight, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" Capt. F. W. WALKER "KWONG SAI" Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eight to First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4. Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 5, Queen's Road West.

Hongkong, 26th April, 1909.

THE SUPERIORESS OF THE ITALIAN CONVENT, GAIN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1909.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, GAIN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1909.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "ALDENHAM," Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

V.D.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th August, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE, VIA MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
America	4,363	J. Boyd	26th Aug.
Swedish	6,232	S. Skotton	23rd Sept.
Oceanic	6,057	F. W. Davies	21st Oct.
Kumuk	6,232	J. Mathie	18th Nov.

* These steamers are specially fitted for the carriage of Asiatic Storage passengers.

AROM EXPRESS TO THE UNITED STATES AND CANADA.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,500,000 \$15,000,000	\$2,000,334	Final of £2 and bonus of 5/- for 1908 @ ex 1/84 = \$16.024	41 % \$1,030 sellers London 295 5/8
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$128,737 \$111,000 \$125,000	none	\$14 for 1907	71 % \$195 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 308,747 Tls. 118,277	Tls. 160,512	Interim of 7/6 for 1908	58 % Tls. 122 sales
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$102,212 \$105,449 \$682,509	\$8,464,911	Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	54 % \$837 1/2 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$104,475 \$109,161 \$1,000,000	\$707,617	\$12 and bonus \$3 for 1907	71 % \$235
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$30	\$1,000,000 \$138,663 \$131,808	\$375,341	\$6 and bonus \$2 for 1907	71 % \$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,438,173	\$168,711	\$27 for 1907	8 % \$345 buyers
SHIPPING.							
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$26,638	\$1,083	\$1 for 1906	7 % \$36
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$250,000	Nil	2 1/2 for year ending 30.6.1908	71 % \$31 1/2 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$119,267 \$22,645	\$27,170	Interim of \$1 1/2 for account 1909	71 % \$60 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	\$20,000 \$240,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	73 sellers
Do. do. (Deferred) ..	60,000			\$20,000 \$240,000	£6,817	Final of 2/- for 1908 and interim of 1/- for a/c 1909	31 % \$26 1/2 and b. \$15 1/2
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	\$100,000 \$105,000	\$3,121	\$1.00 for year ending 10.4.1909	
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$48,081			
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$500,000 \$16,848	Dr. \$5,858	\$5 for year ending 31.12.08	31 % \$137 1/2 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,893	\$5 for 1897	\$22 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	Tls. 295 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £12,389	£11,536	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 % Tls. 18 1/2 sales
Rioh Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,878	Dr. £2,191	No. 12 of 1/- = 48 cents	\$8 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$44,936	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$550,000 \$20,806 \$20,000	\$10,102	Final of \$1 1/2 making \$3 1/2 for 1907	\$60 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$97,193 \$200,000	\$187,078	Final of \$4 making \$8 for 1908	12 1/2 % \$60 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,116	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 % Tls. 79 1/2 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 607,457 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 144
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	15,000	Tls. 100	Tls. 100	Tls. 35,000 \$15,000	Tls. 4,134 \$24,611	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105
Central Stores, Limited	10,000	\$15	\$15	\$15,000 \$68,975	\$24,611	\$1.20 on old and 60 cents on first new issue	\$17 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$50,000 \$13,913	\$891	Final of \$3 making \$6 for 1908	\$75 ex m. & b. \$45 b. new \$105 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000 \$22,172	\$26,475	Interim of 3 1/2 for account 1909	6 1/2 % \$91
Humphreys, Knate & Finance Company, Limited	150,000	\$20	\$20	\$322,172 \$48,261	\$5,486	60 cents for 1908	5 % \$30 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$278	\$1 1/2 for 1908	6 1/2 % Tls. 118 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,538,045 Tls. 300,000	Tls. 142,404	Interim of Tls. 3 for account 1909	8 1/2 % \$44
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Interim of \$2 for account 1909	
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,938	Tls. 8,820	Tls. 5 for year ended 31.10.1908	4 1/2 % Tls. 134 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$125,000 \$30,000	\$9,553	50 cents for year ending 31.7.08	6 % \$8 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 90 sellers
Lian-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	Tls. 108 buyers
Say Chee Cotton Spinning Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 11,172	Tls. 15,911	Tls. 50 for 1906	Tls. 410 sales
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500 \$4,000	£64	1/100 per share for 1908	10 % \$9 1/2 ex div.
China-Borneo Company, Limited	50,000	\$10	\$10	none	£11	\$1.20 or 1908	8 % \$13 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06	8 1/2 % \$9.60 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000 \$10,000	\$3,407	80 cents for 1908	7 1/2 % \$16 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$8,000	\$48	\$1.30 for year ending 31.7.08	10 % \$8.80 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000 \$5,000	\$3,775 \$370	Final of 50 cents making 90 cents for 1908	8 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	none	\$170	80 cents for year ending 31.12.08	6 % \$20 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$195	\$1 and bonus 20 cts. for year ending 29.2.09	12 1/2 % \$190 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000 \$50,000	\$7,616 \$8,790	Final of \$15 per share making \$19 for 1908	8 1/2 % \$24 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$60,000 \$20,000	\$8,790	Interim of \$1 for account 1909	Tls. 1,012 sales
Maatschappij tot Mijl-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gls. 100	Gls. 100	Tls. 547,500 Tls. 65,914	Tls. 216,682	2nd Quarterly div. of Tls. 12 1/2 for account 1909	4 % \$14 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$2,201	80 cents on fully paid shares and 8 cents on 5/- paid shares for year ending 30.4.09	6 % \$14 1/2
Peak Tramways Company (new)	50,000	\$10	\$10	none	\$2,201	80 cents for year ending 30.4.09	3 % \$8 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	\$18,640	None	
Shanghai-Somatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 5,450	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 146
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	None	\$23 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$36	40 cents for year ending 31.5.08	8 % \$11
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 % \$13
United Asbestos Oriental Agency, Limited	20,000	\$10	\$10	\$15,000	\$1,360	80 cents on 9,900 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 % \$8 1/2 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$4 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$305	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid) ..	46,100	£1	£1	none	none	30 % = 6/- per share for year 1908	12 1/2 % \$26 1/2
Do. do. (partly paid) ..	103,500	£1	£1	none	£7,400		\$50 sales
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	none	\$11,305	25 % for year ending 31.3.09	12 1/2 % \$15 1/2
Castlefield Rubber Estate, Limited (fully paid) ..	6,000	£1	£1	none	none	None	12 1/2 % \$15 1/2
Do. do. (contributory) ..	24,000	£1	£1	none	none	None	12 1/2 % \$15 1/2
Highland & Lowland Para Rubber Co., (fully paid) ..	181,454	£1	£1	none	£8,784	None	12 1/2 % \$15 1/2
Do. do. (contributory) ..	123,556	£1	£1	none	£8,784	None	12 1/2 % \$15 1/2
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	none	£8,784	None	12 1/2 % \$15 1/2
Linggi Plantations, Limited (ordinary)	93,700	£1	£1	none	£8,784	None	12 1/2 % \$15 1/2
Do. do. (7% pref.) ..	10,000	£1	£1	none	£8,784	None	12 1/2 % \$15 1/2
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	£6,722	7 % for year 1908	12 1/2 % \$15 1/2
Do. do. (8% pref.) ..	2,500	\$10	\$10	none	£6,722	15 % for year ending 31.12.08	12 1/2 % \$15 1/2
Ledbury Rubber Estates Limited	61,000	£1	£1	none	none	None	12 1/2 % \$15 1/2
Do. do. (contributory) ..	40,000	£1	£1	none	none	None	12 1/2 % \$15 1/2

* These shares are entitled to half of the profits.

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Lee Street, in the City of Victoria, Hongkong.

Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

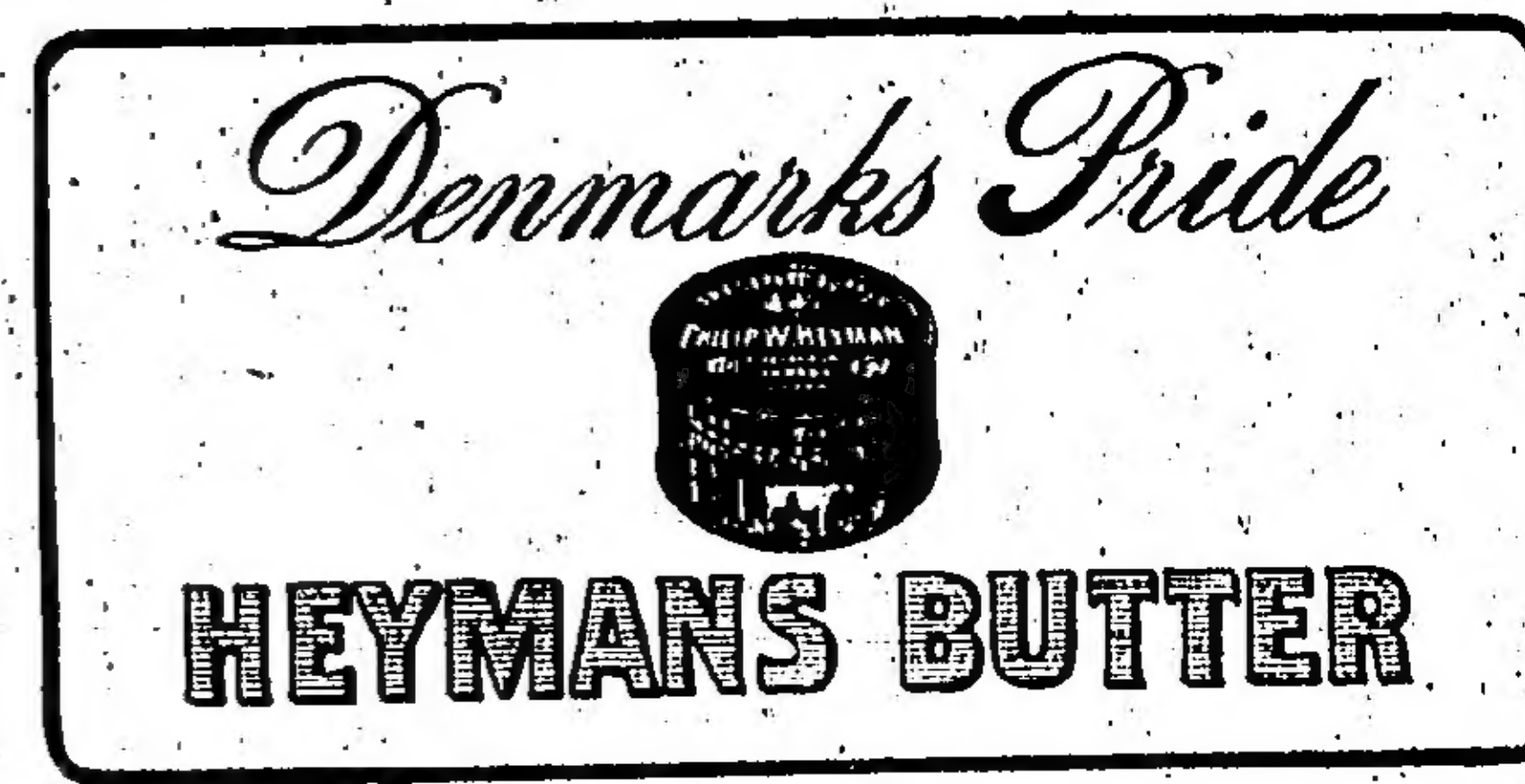
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

125]



SIEMSEN & CO., Sole Agents.

358

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1900.

[566

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE PARAFFINE PAINT COMPANY, carrying on business at the City of San Francisco, State of California, United States of America, have, on the 7th day of June, 1900, applied for the registration in Hongkong, in the Register of Trade Marks of the following Trade Mark:—



in the name of THE PARAFFINE PAINT CO., who claim to be the proprietors thereof. The Trade Mark has been used by the applicants since the month of August, 1905, in respect of the following goods:—

PROTECTING COMPOSITION, BUILDING AND ROOFING MATERIALS, DAMP COURSE AND BUILDING PAPER IN CLASS 17.

Dated the 18th day of June, 1900.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

490]

PARA VENDA.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

GRANDE sortimento de LIVROS

de MISGA em Portuguez, encader-

nados em lindas capas de phantasia

e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.,

27, Des Voeux Road.

Hongkong, 8 Junho de 1900.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 10th March, 1900.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

31, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

(Certificate, 1911-1912, 1913)

THIN TIN G.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

(Certificate, 1911-1912, 1913)

Hongkong, 10th March, 1900.